AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES

DATE .....September 28, 2004
TIME .....7:00 P.M.
PLACE .....Grand Prairie Room
County Office Building

ATTENDEES NAME	**ORGANIZATION**
Steve Clevenger	Citizen
Pat Wilkerson	Historic Jeff Neighborhood
Annette Kurt	Journal & Courier
Curt Ashendel	West Lafayette Bike Pedestrian Committee

STAFF	**TITLE**
Doug Poad	Senior Planner-Transportation
Brian Webber	Transportation Planner
Margy Deverall	Assistant Director APC

I. APPROVAL OF THE JULY 27, 2004 MEETING

Brian Weber asked if there were any additions or corrections to the minutes. **Steve Clevenger** said he couldn't find any corrections. **Brian Weber** stated since there is no correction to the minutes they are approved as distributed**.**

II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:

Brian Weber explained what they discussed at the last meeting, Purdue University and West Lafayette transportation plan. We looked at proposed projects from INDOT's 2030 Transportation Plan. **Pat Wilkerson** stated that the Purdue plan was very interesting. **Doug Poad** stated they are still working on the actual documentation of it and we have not seen a draft of it yet. We hope to see one here within the next couple months.

Pat Wilkerson stated she like the whole idea allows for multi-passenger vehicles. **Doug Poad** asked if anyone had seen the new articulated buses. They have 4. They bought them used out of California. **Doug** stated that he attended the GLPTC meetings and they said there have been a couple of times the buses have been full.

Steve Clevenger asked when the Purdue plan would be incorporated into the county plan. **Doug Poad** said the draft plan would have to be finished and actually submitted and then go through a public process. He explained the order of meetings it would go through and how it is adopted.

Curt Ashendel stated that bits and pieces were already in the 2005 TIP. **Doug** stated that a lot of the southern stuff was.

Curt Ashendel asked which part is Purdue's, cities' or state's. **Doug** explained what we know at this time about these.

Annette Kurt said so they know how much money. **Doug** stated that is what they are working on putting dollars on the actual projects. The TIP has some estimates in it. Hopefully in a month or two we will get the draft document. Discussion followed.

Annette Kurt asked what the overall status of closing those streets is. **Doug** stated the overall goal is that Purdue is creating a campus that is more pedestrian, bicycle, and transit friendly. There still will be access for vehicles or cars around campus, but the plan is to create a more friendly environment for students to walk or bicycle to class and also to use transit. The transit sections will probably focus on putting more routes and making more connections around campus.

Annette Kurt asked what was meant by more routes. **Doug** stated one thing they will be looking at is maybe would be like a route that may across go back and forth from campus. They may be also changing some of the routes in the future or having an express access where you can get from one side of the campus to the other directly. Discussion followed.

III. PROGRAM

Land Use and Housing Issues

Doug stated who helped and when we conducted a county land use survey. He explained why and how we did this. He explained what the data was and who would use it. He explained that we would use this data in our Long range Plan. This data is used as base data for our traffic model. It is a very intensive project; we finished this up a few months ago and then entered the data into a database. This helps to track over the last few years and make projects. **Doug** showed the aerial photographs that were done back in 1987 and explained how it was done; He stated that they did it again in 1999. He explained there was a difference in housing conditions. When they did it this year, there was more of a change in homes needing repair.

Steve Clevenger asked what criteria do you use to grade houses. **Doug** stated that there was a cheat sheet handed out and explained the codes they used to rate the houses. For example, we determined whether a house required maintenance repair and how much. This is pretty much the scale we have used throughout the process. There is a lot of growth of new houses in the suburbs. We have a few new jobs but that doesn't account for all the new homes being built. One thought is that people are moving from inner-suburbs or center city and moving out to the suburbs, because interest rates are low. We also wanted to determine vacancy rate. He explained how much the vacancy rate changed in one area.

Curt Ashendel asked how do you get the vacancy or occupancy? **Doug** stated what we do is look for tell tale signs like trash cans outside, toys in the driveway, curtains that are pulled back and we can't guarantee we get all of them. On apartments we had to drive down alleys and determine the meters for electrical, gas and cable connections.

Steve Clevenger asked how you determine vacancy rate for large apartment complexes. **Doug** stated at apartment complexes they just go up to the door of the office, introduce ourselves and ask the rate. We also not only ask about their vacancy, but also how many apartments they have. This way we don't have to drive around and count each building to see how many are inside of them. For the houses that are split, you look at it and make a guess.

Pat Wilkerson stated that the mailman puts blue vacant stickers on the mailboxes that are vacant in my neighborhood. **Doug** stated that he didn't see any of those, because downtown they actually walked instead of drove.

Pat Wilkerson asked did you track the census income with the deteriorating neighborhoods. **Doug** stated no, but that is one possibility we could do. How we did it, with Brian setting it up so that when all the data is transferred over, we can actually get down to the census block or block group and then actually pull in the income to see what it has been in 70's, 80's and 90's. Discussion followed.

Steve Clevenger asked if there were precinct numbers on the maps. **Doug** stated no; these are traffic zone numbers, because that is what we will be using for our base data for our model. He explained what were blocks.

Curt Ashendel asked if we were going to talk about how you analyze this data. **Margy Deverall** stated yes, what Doug is talking about primarily is how the transportation planning in the office uses much of the information that we have gathered. Another part of that is the Comprehensive Plan of Tippecanoe County. The housing element is just one portion of it and this information will be used to rewrite this section. This was adopted in September 1981 and housing element data hasn't been updated since that time. If you look through this document that comparisons are looking at information that was available between 1960 and 1980. They were looking at 1960, 1970 and 1980 information. She handed out copies of this information. She explained that what she handed out was an updated version of table of contents from the housing element in the Comprehensive Plan. Except for a few additions Under Future Housing needs this is identical to what is in the current 1981 plan. The only thing she changed was the dates that she is projecting or year ranges that they will be looking at. They will be looking at data 1980 – 2000. They can overlay the census data and see how they match with income. This helps to zero into certain neighborhoods to see certain trends with housing conditions or vacancy rates. Then we have other information we can pull into it such as interest rates and what has happened with those over the years. We can also see how that matches up on a graph with what is going on with building permit information, where we see the number of new single family home starts or new multi-family projects starts. We also pull information into this that we have in our office related to development activity, and we can even project what is coming down the road before permits are issued that we can count for the cities and the counties. We can look at approved subdivisions and the numbers of lots in the subdivision that we know are in line for future development, probably in the next 1 – 5 years. We can even project outlets.

Curt Ashendel said what you might consider in terms of building conditions is now that they have gone to a market assessment value. Most assessors base that on some multiplier times the number of square feet. You actually take the assessed value and divide it by the square feet and get back to the multiplier. You then get an idea of the home's condition.

Margy Deverall stated probably the next time we update this plan having that sort of assessment formula in place now, we could see a trend there. It is difficult to compare now since we have a different way of assessing property than we had in the past.

Doug said the assessors are interested in this information that we are doing and how they can get to it with their job and their functions.

Margy Deverall stated earlier Doug talked about the people number of people who working on this. This is a departure from what has happened in the past. In the past all the windshield survey work we have done has been 100% APC staff. This is the first time we have had assistance from other offices and agencies. This was spear headed by a housing sub-committee of vision 2020. They recommended the sharing of resources and information. She listed the various agencies and offices that use this information in their reports. She explained how the information would help with the decisions of the different agencies.

Margy talked about the PowerPoint presentation we put together to train all of the volunteers that helped us with the windshield survey. She said in the training they talked about the different codes, condition, and answered questions. They used pictures and explained how to rate the condition of the homes.

Curt Ashendel stated he could see how the data collection can be useful; but how is it useful for transportation planning. **Doug** said the main thrust is for the modeling for our Long Range Transportation Plan. Looking to the future and deciding where projects need to be done, the plan depends on developing an accurate as possible database for socio-economic data such as housing, number of homes, where they are located, and vacancies. Then with that they can determine population and where industrial areas, retail areas, commercial areas, and schools are located. We will summarize all of this into blocks called traffic zones. Each Traffic Zone has each of these characteristics to a certain degree. Using mathematical formulas we can calculate how many trips a person would make. These persons would leave their house for a day, and then they either to go work or shop or other destinations. There are mathematical formulas that have been developed back in the 50's and they have stood the test of time throughout the nation and they seem very accurate.

Curt Ashendel have they been rechecked? **Doug** said yes, actually there is a book; *The Institute of Transportation Engineers,* that actually looks at specific land uses. They take surveys all over the country and develop formulas, based on all the survey work. Doug gave examples. He explained the mathematical formulas and how they worked.

Curt Ashendel what do you do with all of that. **Doug** said what they do is we know they start here and go here; what they do is link the data to an actual street network. We put all those trips on roads and then we know some will stay in the area, so we will take those out; we also know there are multiple ways to go from one point to the other. There are mathematical formulas that take that into account. It is a very complex process.

Curt Ashendel asked how many traffic zones do you have in the county. **Doug** said we are now up to 280, because we have been adding more in the rural areas.

Margy Deverall stated then you take that information, which is all theoretical. There are tubes across the roads taking counts, so you start checking projections against actual counts. You find that the model is very accurate or acceptably close. It is very accurate at predicting what's on the ground now. Based on that, we can use it to make predictions about what's coming. This is based on information we have in our office related to future possible developments and what zoning districts are in various areas of the county. We can see trends where the housing is growing, where the industrial expansion zones are, and where business seems to be growing. We can make educated guesses about what the future land use is and project out into the future.

Curt Ashendel how much will model parameters change over 25 years is likely to change tomorrow? **Margy Deverall** stated we have that information. We have predicted population growth. We have in the past made those predictions about what we think will be going on in the year 2000. We looked at what we predicted 20 years ago, and we look at what is happening now. I think we have done an amazing job in predicting what the situation would be.

Curt Ashendel asked is it a self-fulfilling prophecy? **Margy Deverall** gave examples of predictions. **Doug** said that is why we update it every 5 years.

Curt Ashendel stated that he realizes it is a 25-year plan on paper, but it is not written in stone. It can change. **Doug** stated when you look at road projects; they do take 7-10 years to build.

Curt Ashendel stated what he is concerned with if you project there is going to be a certain amount of population, houses, then you project those houses will generate a certain amount of trips, which is a behavior. What happens if the price of gasoline goes to $5 a gallon and the price of automobiles goes to $30,000 in the next 5 years? People might stop doing some of the trips. Discussion followed.

Margy Deverall stated it takes so long for a road project to happen; if you're planning out to 2030, this is a lot of time to change those plans if something happens in the next 5 or 10 years. That is why you can't write that plan and just put it aside and say that's carved in stone.

Doug stated we would probably get into more of that; this one will definitely become more multi-model with more transit. **Curt Ashendel** stated reanalyzing the model every 5 years is adequate.

Doug stated other things we look for are in terms of ridership, like how many people do ride in their vehicles. If you look on our webpage, we have done an occupancy survey last fall, and vehicle occupancy is still slightly decreasing. It is happening everywhere. That was for work trips; hopefully we will be getting the census information to see if it is decreasing with other types of trips.

Curt Ashendel asked whether staff did that at multiple points? **Doug** stated we did it at 4 locations in the county. We sat on either side of the bridges going over the Wabash River: US 231 Bridge, Harrison Bridge, SR 26 Bridges and US 52 bridges. We actually sat down and counted both the people in the cars and the number of cars. Our last occupancy report is on our webpage. Discussion followed.

Curt Ashendel asked how much data is used by INDOT or if they have their own data.
Doug stated they have their own. They have a consultant working on a state-wide model. It is not as detailed as ours and they realize that. We have interaction between them and us.

Curt Ashendel stated your model influences them indirectly through these types of meetings.
Doug stated that and also when we get down to the actual projects.

Curt Ashendel asked how is policy affected in housing and business development, zoning and traffic directly. **Margy** stated it definitely affects the staff opinion. We write staff reports based on zoning and the type of request the individual comes in and petitions. We look at the future land use plan and housing elements; if the request is in agreement with the document forecast that we have laid out, we would recommend in favor of it. If not, then we would recommend against it. When it goes to the legislative body, the cities have growth policies; they are really interested in annexing large areas. Discussion followed.

Curt Ashendel asked is there any possibility of planning making villages happen? **Doug** stated a good example is a study we did on CR 350 S before it became really developed in the early 90's. The County Commissioners asked the Area Plan Commission to do a land use study along that area. We did one, and it had a lot of people involved with a lot of interests; and they decided to develop centers of business. A few business centers here and there, like you find on 9th Street and a center around like 18th street and the rest residential. Unfortunately the plan was not adopted, so now what we are doing is instead of holding all to residential, we are seeing businesses growing down CR 350 S.

Margy said a study we have done, whether the plan was adopted or not, there was still information there and the concept of these nodes. We did the same thing at looking at US 231 looking at where areas were appropriate for business zoning. Discussion followed.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Brian Weber asked if there were any questions, comments or suggestions for future CPC meetings. **Pat Wilkerson** asked what exactly does this research mean to Lafayette residents if you were to sum it up. **Margy** stated it is like taking the cities temperature. **Doug** stated It is base information; it is good information we can use to not only gauge it's temperature, but also then to look and envision out to the future.

Margy explained that it is kind of like creating a TIF district. You establish a fact that this is a deteriorating area, and then you put something in place to make sure that the funding is there for updating infrastructure and those kinds of things. Discussion followed.

V. ADJOURNMENT

Brian Weber adjourned the meeting and thanked everyone for coming.

The next meeting is scheduled for November 30, 2004.

Respectfully submitted,

Linda Toman
Bookkeeper/Secretary

Reviewed by,

Brian Weber
Transportation Planner